

PACIFIC FRUIT EXPRESS COMPANY

May News Letter

San Francisco, May 6, 1953

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	1953			1952		
	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>
April	24,414	1,949	26,363	24,418	2,265	26,683
Jan-April	115,894	10,212	126,106	110,199	11,144	121,343

While April loading this year was 320 cars below that of the same month last year, it will be noted that loading in PFE cars practically equalled last year, and that decrease is reflected almost entirely in foreign equipment. For the first four months, while total increase amounted to 3.9 per cent, it is gratifying to note that increase in PFE loadings amounted to 5.2 per cent and loading in foreign equipment decreased 8.4 per cent.

CAR SITUATION: Supplies are adequate in all sections, with every indication they will remain so throughout May.

CROP CONDITIONS: Western Territory. Loading in Oregon will be at low ebb during next few months, consisting of frozen foods and miscellaneous commodities.

In Central California Salinas lettuce is reaching the peak of the spring movement with shipments running around 300 cars daily. About 45% of shipments are moving through the vacuum coolers, which presently are operating on a 24-hour schedule. Movement is expected to continue in heavy volume until after May 15th when some home grown lettuce should be reaching eastern markets. Kern County potatoes are getting off to a slow start because of poor markets which have been unattractive from the start of the deal. While there has been some damage reported as a result of the late April frost, there is still a large acreage of good quality potatoes which, if market improves, will be moving in heavy volume by week of May 10th. Porterville citrus is underway and shipments should be running around 20 to 25 daily by second week in May.

In Southern California citrus shipments are moving in steady volume and should increase gradually as the month progresses. Commencing the first week in May, two banana boats will be unloading weekly at Los Angeles Harbor, nearly doubling shipments through that port during May. In Imperial Valley carrot loading has been in good volume which should continue into June.

In Salt River Valley there is a lingering movement of lettuce as the month begins, however, shipments will stop shortly with Salinas

PACIFIC FRUIT EXPRESS COMPANY

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San Francisco, May 6, 1953

All F.F.E. EMPLOYEES:

F.F.E. Loadings

1953			1952		
PFE Cars	Potatoes	Total	PFE Cars	Potatoes	Total
115,804	24,418	140,222	110,199	24,418	134,617
115,804	24,418	140,222	110,199	24,418	134,617

While April loading this year was 320 cars below that of the same month last year, it will be noted that loading in PFE cars practically equaled last year, and that decrease is reflected almost entirely in foreign equipment. For the first four months, while total increase amounted to 3.9 per cent, it is gratifying to note that increase in PFE loadings amounted to 5.5 per cent and loading in foreign equipment decreased 6.4 per cent.

CAR SITUATION: Supplies are adequate in all sections, with every indication they will remain so throughout May.

CROP CONDITIONS: Western Territory. Loading in Oregon will be at low tide during next few months, consisting of frozen loads and miscellaneous commodities.

In Central California Salinas lettuce is reaching the peak of the spring movement with shipments running around 300 cars daily. About 85% of shipments are moving through the vacuum coolers, which presently are operating on a 24-hour schedule. Movement is expected to continue in heavy volume until after May 15th when some home grown lettuce should be reaching eastern markets. Kern County potatoes are getting off to a slow start because of poor markets which have been restrictive from the start of the deal. While there has been some damage reported as a result of the late April frost, there is still a large volume of good quality potatoes which, if market improves, will be moving in heavy volume by week of May 10th. Porterville strains is underway and shipments should be running around 20 to 25 daily by second week in May.

In Southern California citrus shipments are moving in steady volume and should increase gradually as the month progresses. Commencing the first week in May, two banana boats will be unloading weekly at Los Angeles Harbor. Nearly double shipments through that port during May. In Imperial Valley orange loading has been in good volume which should continue into June.

In Salt River Valley there is a lingering movement of lettuce as the month begins, however, shipments will stop shortly with Salinas

entering peak. Tomato movement off the West Coast of Mexico has ended but cantaloupes and watermelons are moving well under good growing and marketing conditions and should continue until melons from Yuma and Imperial get under way about May 15th.

On the T. & N.O. tomatoes are at peak production in Rio Grande Valley and onions are still moving from Laredo and Coastal Bend.

Off National Lines of Mexico (for which we supply PFE cars), a good volume of cantaloupes is in progress via the Laredo gateway and a seasonal movement of frozen strawberries is taking place, movement being via both Laredo and El Paso gateways.

Along U.P. Railroad - Idaho. 1952-53 potato deal is drawing to a close with seasonal movement expected to total about 49,500 cars, or approximately 6,000 cars over last season. It is estimated that some 7,500 carloads more than normal were lost by decay in cellars and by early sprouting due to warm winter weather. In general, although decline in demands and low prices prevailed on potatoes from central and eastern sections most of the season, both growers and shippers report a successful and profitable over-all deal. In all probability success of the deal can be attributed to a combination of shrewd advertising and a very sound marketing practice. All indications at present are that 10 to 15 per cent additional acreage is planned for the coming season. An increase in onion acreage is already apparent. Losses up to 60 to 65 per cent have been reported to cherries and peaches due to freezing weather in April. Last year 131 cars of cherries were shipped and 217 cars of peaches. No loss has been reported to plums or prunes; last season's shipments amounted to 1,566 cars. All indications point to a good increase in frozen food production. In addition to vegetables to be processed, as mentioned last month, shipment of frozen French-fry, hash brown, and mashed potatoes is planned. Birdseye, The Terminal Co., Simplot, and Grigg Brothers, all are expanding and increasing activities.

In Utah freezing temperatures in April are expected to result in loss of about 30 per cent in shipments of cherries and peaches which last year amounted to 125 and 217 carloads, respectively.

Pacific Northwest: Yakima apple loading on U.P. is running heavier than last year, U.P. takings averaging 30 per cent compared to 22 per cent. In general, truck takings have fallen off, running 34 per cent of shipping compared to 42 per cent last year. Apples from Hood River are normal.

Colorado: Potatoes are practically finished, with but a few scattered shipments moving.

Nebraska: Potato movement has been slow but is increasing and should continue to increase with demand good and markets attractive.

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entering pack. Tomato movement off the West Coast of Mexico has ended but carloads and watermelons are moving well under good growing and marketing conditions and should continue until before from June and Imperial get under way about May 15th.

On the I. & N.O. tomatoes are at peak production in Rio Grande Valley and onions are still moving from Laredo and Coastal Bend.

Old National Lines of Mexico (for which we supply F&B cars) a good volume of carloads is in process via the Laredo gateway and a seasonal movement of broken strawberries is taking place, movement being via both Laredo and El Paso gateways.

Along U.P. Railroad - Idaho. 1922-23 potato deal is drawing to a close with seasonal movement expected to total about 14,500 cars or approximately 6,000 cars over last season. It is estimated that some 7,500 carloads more than normal were lost by decay in cellars and by early sprouting due to warm winter weather. In general, although decline in demand and low prices prevailed on potatoes from central and eastern sections most of the season, both growers and shippers report a successful and profitable over-all deal. In all probability success of the deal can be attributed to a combination of shrewd advertising and a very sound marketing practice. All indications at present are that 10 to 15 per cent additional increase is planned for the coming season. An increase in onion harvest is already apparent. Losses up to 60 to 65 per cent have been reported to cherries and peaches due to freezing weather in April. Last year 131 cars of cherries were shipped and 217 cars of peaches. No loss has been reported to pears or plums; last season's shipments amounted to 1,565 cars. All indications point to a good increase in frozen food production. In addition to vegetables to be processed, as mentioned last month, shipment of frozen French-fry hash brown, and washed potatoes is planned. Birdseye, The Terminal Co., Simplot, and Gilling Brothers, all are expanding and increasing activities.

In Utah freezing temperatures in April are expected to result in loss of about 30 per cent in shipments of cherries and peaches which last year amounted to 125 and 217 carloads, respectively.

Pacific Northwest: Yakima apple loading on U.P. is running heavier than last year. U.P. takings averaging 70 per cent compared to 62 per cent. In general, truck takings have fallen off, running 44 per cent of shipping compared to 42 per cent last year. Apples from Hood River are normal.

Colorado: Potatoes are practically finished, with but a few scattered shipments moving.

Nebraska: Potato movement has been slow but is increasing and should continue to increase with demand good and markets attractive.

1952 Statistics

Diversions - During 1952 we handled 989,072 diversions with 173 failures. This compares with 1,000,320 diversions and 169 failures in 1951. We have slipped just a little. But it's still a very good record and I feel sure our forces will tighten up their handling. A diversion failure is a real handicap to our customers, and often is costly to us - but our people are well aware of this and are too proud of our PFE reputation to let down in their efforts.

Ice Issues - (tons)

	<u>Manufacturing Plants</u>	<u>Transfer Platforms</u>	<u>Total</u>
Bunkers	972,141	949,984	1,922,125
Retop icing	9,828		9,828
Carloads	179,505		179,505
Other purposes	1,759		1,759
In exchange	273		273
Shrinkage	<u>54,179</u>	<u>34,869</u>	<u>89,048</u>
Total	1,217,685	984,853*	2,202,538

* - Purchased from individuals and other companies: 851,039
 Shipped in from PFE plants: 133,814

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Our expenditures for various small items of equipment in use around our icing facilities, in the aggregate, are substantial, and observation during visits to our plants show they do not always receive proper care. PFE costs on some items are shown below:

Sankey toe guards \$7.00 pair
 Chopping bars \$6.00 to \$10.00 each
 Ice tongs \$3.25 each
 Perforated scoops \$2.75 each
 Ice hooks \$5.70 each

Other items are in proportion. I hope supervisors and employees will see that these items are not abused but that their full useful life is realized. We do not begrudge the expenditures for suitable tools and equipment -- only the occasional improper use made of them.

K. V. PLUMMER

1952 Statistics

Diversions - During 1952 we handled 989,075 diversions with 1951. This compares with 1,000,350 diversions and 100,000,000 in 1951. We have shipped just a little. But it's still a very good record and I feel sure our forces will tighten up their handling. A diversion failure is a real handicap to our customers, and it's our duty to us - but our people are well aware of this and are doing their best to let down in their efforts.

Ice Issues - (tons)

	<u>Manufacturing Plant</u>	<u>Transfer Plant</u>	<u>Total</u>
Bunkers	972,111	972,081	1,944,192
Refueling	9,828	9,828	19,656
Carriage	179,505	179,505	359,010
Other purposes	1,759	1,759	3,518
In exchange	273	273	546
Shrinkage	51,179	51,179	102,358
Total	1,217,652	1,217,652	2,435,304

* - Purchased from individuals and other companies
 Shipped in from PFE plant

Our expenditures for various small items of equipment in use around our ice facilities in the aggregate, are substantial, and observation during visits to our plants show they do not always receive proper care. PFE costs on some items are shown below:

Barney Joe Granda	 \$7.00 pair
Chopping bars	 \$5.00 to \$10.00 each
Ice fork	 \$3.25 each
Portonated scoops	 \$2.75 each
Ice hooks	 \$2.70 each

Other items are in proportion. I hope supervisors and employees will see that these items are not abused but that their full useful life is realized. We do not begrudge the expenditures for safety tools and equipment - only the occasional improper use made of them.

K. V. FLOMMER

PACIFIC FRUIT EXPRESS COMPANY
WESTERN DISTRICT

The Western District, comprising the California Coastal area south from Eureka to San Luis Obispo, originated 88,463 carloads of perishable traffic during 1952. It is under the jurisdiction of Superintendent G. P. Hamill, with headquarters at Salinas, California, and embraces shipping territories described as follows:

San Francisco

The territory under General Agent S. Schaffer (headquarters San Francisco) includes the North Bay or what is generally known as Northwestern Pacific R.R. territory, and the San Francisco Bay area with the great ports of San Francisco, Oakland and Alameda. Also under Mr. Schaffer's immediate jurisdiction are the San Francisco Diversion Bureau headed by Mr. E. W. Cox, which handled 52,357 diversions in 1952; the Bayshore Agency in charge of Charlie Ryan; Drumm Street Station in charge of Les Newnan; and Oakland Agency in charge of Ken Bunderson.

The North Bay embraces that territory from Eureka south, with growing and shipping points for pears in Mendocino and Lake Counties, Gravenstein apples in Sonoma County and wine in Napa County. The focal point for this area is Santa Rosa, served by the N.W.P. Railroad, where we operate a 20-car island type icing platform from July 1 to October 1, to furnish iced empties and to reice loads. The Gravenstein apple movement starts the first week in July and continues through August, mostly from the line of the Petaluma & Santa Rosa R.R., a 38 mile railroad which interchanges with the N.W.P. at Santa Rosa and Petaluma. Pears are grown in Mendocino and Lake Counties, with those from Lake County being trucked to the N.W.P. R.R. at Ukiah, 60 miles north of Santa Rosa. First shipments are made early in August and continue through September. Wine from this area moves in refrigerator cars during heater season and is loaded at various wineries on the Napa Branch of the Southern Pacific and points on the N.W.P. R.R.

San Francisco docks and produce terminal (Drumm Street) are served by the State-operated California State Belt Railroad which interchanges traffic with the SP, WP and Santa Fe Railroads. Each railroad has its own assigned team tracks served by the Belt Railroad.

Mr. Newnan, our Agent, has his office in the SP freight station on the Embarcadero at Drumm Street. Southern Pacific Railroad traffic enters San Francisco via the Peninsula through Bayshore Yard (located in a flat area between the shores of San Francisco Bay and the Peninsula hills, known as Visitacion Valley). Mr. Ryan, our Agent at Bayshore, has his office in the SP yard office at Bayshore and has complete charge of PFE car service operations at that station. PFE cleaning and repair tracks are located in Bayshore under the jurisdiction of Mr. Walter Warren. About two miles to the south is our Visitacion ice plant and deck, under Mr. Gilkison. The deck has capacity for 20 cars and handled inbound and outbound icing as well

as icing empties for frozen foods and other commodities.

United Fruit Company banana dock is located in San Francisco (just south of S.P. passenger station at Third and Townsend Streets) at which a banana boat discharges cargo each week, requiring about 140 cars for rail shipments. Other commodities requiring cars for shipside loading are frozen pineapple, frozen beef, and fish.

Business to and from San Francisco via the N.W.P. R.R. is barged across the Bay, from Tiburon, while Western Pacific business is barged from Oakland, and Santa Fe business from Richmond.

Across the Bay at West Oakland, Agent Bunderson's office is in the S.P. yard office. He supervises what is known as the East Bay, including the heavy concentration of canning factories (5,300 cars during heater season of 1952) and Government supply depots, together with Navy and Army cold storage plants handling foods for our armed forces in the United States and overseas. The U.S. Naval Depot docks refrigerator ships, in which are loaded great stores of perishable foods. The Army Depot (in Alameda on the estuary dividing the cities of Oakland and Alameda) received over 5,000 cars of perishable foods in refrigerators last year for storage and distribution to Army camps for loading in ships that dock alongside. Also in West Oakland are S.P. and W.P. cleaning and repair tracks in charge of Johnnie Shaves.

San Jose

This territory is under the jurisdiction of Ernie Zerweck whose office is in the freight depot of the Southern Pacific Company. San Jose and Santa Clara are contiguous and serve the rich Santa Clara Valley which nourishes 85,000 acres of bearing fruit and 28,000 acres of vegetables. In these cities and nearby are located a large number of canning factories from whose plants were loaded 3,349 refrigerator cars, mostly during the heater season, in 1952.

In this immediate area are 10 food freezing plants, their shipments amounting to 1,147 cars last year. With the constant expansion of this industry, shipments this will go well above that figure. There are 8 cold storage plants with capacity of 1,200 cars. This capacity is being enlarged each year to keep up with requirements of the heavy tonnage of fresh fruits, berries, grapes and vegetables shipped in from the Santa Clara and San Joaquin Valleys and other parts of the State, in addition to the increasing volume of frozen foods.

San Jose is served by the Southern Pacific and Western Pacific Railroads. This territory originates some 9,216 cars of fresh vegetables, fruits and other perishable commodities.

Express business from the San Jose area is very active during May and June when the heavy cherry crop and early strawberries are moved. Last year, the first car of strawberries was shipped on April 30th and the first car of cherries on May 15th. 722 cars of strawberries and 309 cars of cherries moved by express during May

as being employed for various loads and other commodities.

United Fruit Company banana dock is located in San Francisco (just south of S.F. on Embarcadero at Third and Townsend Streets) at which a banana boat discharges cargo each week, including apples, pineapples, other commodities, bananas, etc. The shipside loading and unloading is done by the dock, and the fruit is then loaded onto trucks or other vehicles.

Business to and from San Francisco via the N.W.P. R.R. is handled across the Bay, from Tiburon. While Western Pacific business is handled from Oakland, and Santa Fe business from Richmond.

Across the Bay at West Oakland, Agent Butterworth's office is in the S.F. yard office. He supervises what is known as the East Bay including the heavy concentration of cannery factories (5,000 tons) during the season of 1932 and Government stockpiles, together with Navy and Army cold storage plants handling loads for our troops in the United States and overseas. The U.S. Navy's largest dock is located in the yard, in which are loaded great stores of perishable goods. The Army Depot (in Alameda on the estuary dividing the office of Oakland and Alameda) received over 5,000 tons of perishable loads in refrigerators last year for storage and distribution to Army camps for loading in ships that dock alongside. Also in West Oakland are S.F. and N.P. cleaning and repair tracks in charge of Johnnie Shaver.

San Jose

This territory is under the jurisdiction of Pacific Northwest office in the largest depot of the Southern Pacific Company. San Jose and Santa Clara are contiguous and serve the rich Santa Clara Valley which comprises 60,000 acres of bearing fruit and 20,000 acres of vegetables. In these cities and nearby are located a large number of cannery factories from whose plants were loaded 3,000 refrigerators last season during the heater season, in 1932.

In this immediate area are 10 food freezing plants. These ships means amounting to 1,141 cars last year. With the constant expansion of this industry, shipments that will go well above that figure. There are 8 cold storage plants with capacity of 1,200 cars. This capacity is being enlarged each year to keep up with requirements of the heavy business of fresh fruit, berries, grapes and vegetables shipped in from the Santa Clara and San Joaquin Valleys and other parts of the State. In addition to the increasing volume of frozen goods.

San Jose is served by the Southern Pacific and Western Pacific Railroads. This territory comprises some 9,210 cars of fresh vegetables, fruits and other perishable commodities.

Express business from the San Jose area is very active during May and June when the heavy cherry crop and early strawberries are moved. Each year the first car of strawberries was shipped on April 30th and the first car of cherries on May 15th. 125 cars of strawberries and 300 cars of cherries moved by express during May.

and June. Shortage of express cars was acute, and our Company provided the Express Company with 101 selected freight refrigerators to assist in moving the cherry crop in express service.

These cars were iced at our Santa Clara icing platform, a 15 car dock located adjacent to the Security Warehouse & Cold Storage Company. In addition, the Cold Storage Company owns a 14-car deck serving its warehouse loading track.

In the southern end of the Santa Clara Valley is located the city of Gilroy, and in that vicinity (including contiguous San Benito County) is grown 90 per cent of the garlic production of the United States. Also, in the southern end of the Valley, in the town of San Martin, is the Briscoll Strawberry firm who farm thousands of acres. In their San Martin plant last year were frozen 21,000,000 pounds of strawberries while some 700 cars of fresh berries were shipped from their farms. The strawberry acreage extends into Santa Cruz and Monterey Counties in the vicinity of Watsonville. Fresh berries are marketed from April through November.

Watsonville-Salinas

This district starts at the southern end of the Santa Clara Valley and includes the San Juan-Hollister area, Santa Cruz County (in which is located the Pajaro Valley, and the cities of Santa Cruz and Watsonville), thence south through Castroville (artichoke center), Salinas, and terminates at San Luis Obispo.

The terminal for this area is Watsonville Junction (two miles from Watsonville, and the junction of the Santa Cruz Branch) where continuous yard office operations are maintained.

Mr. Mitchell, our Agent at Watsonville Junction, is in charge of the Watsonville District, including branch lines of the Southern Pacific serving that area. Mr. Vinke, our Salinas Agent, is in charge of the Salinas area.

Our Superintendent's office at Salinas is in the Southern Pacific passenger depot and is under the immediate supervision of Chief Clerk Bob Cryder. Salinas Diversion Bureau, in this office, is headed by Jake Polk, and handled approximately 41,000 diversions a year. The Car Department also maintains an office in Salinas under Jim Aston, who supervises all Car Department operations in the San Jose-Watsonville-Salinas District.

Car icing at Watsonville Junction is performed by an independent company over the P.F.E. owned ice dock which has a capacity of 80 cars and iced 30,600 cars last year, taking 119,400 tons of ice and 11,000,000 lbs. of salt.

There are 19 ice manufacturing plants in the district with a total daily production capacity of approximately 4,000 tons, and 14 cold storage plants. In addition to regular ice manufactured by these concerns, one company produces slush ice, which is directed

into the bodies of cars under pressure from hose connections at each loading spot. This ice comes out of the hose in slush form giving the appearance of a fire hose in action. The water drains off, leaving a solid residue to tightly packed snow ice which has the same appearance and about the same consistency of packed natural snow.

Another company produces tube ice having hollow centers, the ice pieces being about the diameter of a small garden hose.

Usage of ice during the shipping deal runs to tremendous quantities. Vegetables carry up to 10 tons of ice over the load, and $4\frac{1}{2}$ tons in crates, in addition to which 80% to 90% of the cars carry $5\frac{1}{2}$ tons in bunkers. There are periods during the deal when in excess of 4,000 tons daily are used for the protection of fresh vegetables in this district.

Some 35 perishable commodities are shipped in straight carloads. The leader, of course, is lettuce, shipments last year amounting to 38,155 cars. There were 7,304 cars of mixed vegetables, 6,444 cars of carrots, 1,962 cars of celery, and with other commodities, a total of 59,496 cars shipped from the Watsonville-Salinas District. The City of Salinas alone originated 42,806 cars.

The magnitude of the perishable industry in this area is demonstrated by the fact that in Salinas there are 40 vegetable packing sheds and 2 frozen food processing and freezing plants. In the district there are 16 frozen food plants, 12 centered in Watsonville and Santa Cruz where 1,893 cars of frozen food originated last year, and a heavy increase is anticipated this year. In fact, in 1953 the Western District is expected to ship in excess of 4,000 cars of frozen foods, equal to almost 50% of the total movement on all contract lines last year.

Winter vegetables grown in the district consist mostly of artichokes, brussel sprouts, broccoli, cauliflower, and celery. Artichokes are grown along the seacoast where they are nurtured by coastal fogs. The artichoke belt extends south from Halfmoon Bay (just south of San Francisco) to Santa Cruz, in the Castroville area (Del Monte Junction), and in the Carmel Valley, a sheltered area extending eastward from Carmel-by-the-Sea. There are also some smaller areas in the vicinity of San Luis Obispo along the coast. Above described areas are the only sections in the United States where artichokes are grown commercially.

As previously stated, lettuce is the major crop, with first shipments being made early in April, and the deal continues through November. Until last year the standard container held 4 or 5 dozen heads of lettuce, each layer packed in ice. The lettuce was trimmed, packed, loaded and body iced at the individual loading shed. Vacuum cooling of lettuce commenced making rapid strides last year when 16% of the carload lettuce was so handled. Momentum of this trend continued into the Southwest District winter deal. This year, it is expected, 40% or more of the lettuce will be vacuum packed.

The Western District has 5 vacuum plants with capacity of nearly 200 cars a day. Two of these plants were built in conjunction with existing ice plants, the vacuum being produced by electrically-powered pumps, and the ammonia system of the existing ice plant being utilized to absorb moisture removed from the lettuce by the vacuum. Moisture removed amounts to from 1/2 to 1 pound per 2 dozen heads. Balance of the coolers operate on steam and are entirely independent of ice manufacturing plants. In these the vacuum is attained by the use of steam jets. Lettuce is usually packed in cartons or crates in the fields, trucked to the vacuum plants, and run into tubes 7½ feet in diameter and approximately 50 feet in length. The tubes are sealed on both ends by heavy steel sliding doors and as a partial vacuum is established (in about 30 minutes) temperatures of the lettuce is reduced from an initial 70 degrees to 33 or 34 degrees. Packages are then loaded in pre-iced and pre-salted cars and billed under standard refrigeration. 15 to 20 minutes are consumed in loading a car. Standard load consists of 640 corrugated cartons (2 dozen heads) and no body ice. When the standard wooden crates (4 dozen heads) are used, shippers sometimes blow about 5,000 lbs. of ice on top of the load. Fan-equipped cars are essential to the movement of vacuum cooled lettuce, particularly when no top ice is used.

The Western District has 2 vacuum plants with capacity of nearly 200 cars a day. Two of these plants were built in conjunction with existing ice plants, the vacuum being produced by electrically-powered pumps, and the entire system of the existing ice plant being utilized to absorb moisture removed from the lettuce by the vacuum. Moisture removed amounts to from 1/2 to 1 pound per 2 dozen heads. Balance of the cooler operates on steam and are entirely independent of ice manufacturing plants. In these the vacuum is attached by the use of steam jets. Lettuce is generally packed in cartons or crates in the field, crushed to the vacuum plants, and run into tubes 1/2 foot in diameter and approximately 50 feet in length. The tubes are sealed on both ends by heavy steel sliding doors and as a partial vacuum is established (in about 30 minutes) temperature of the lettuce is reduced from an initial 70 degrees to 35 or 36 degrees. Packages are then loaded in pre-iced and pre-wetted cars and filled under standard refrigeration. 15 to 20 minutes are consumed in filling a car. Standard load consists of 400 compressed cartons (2 dozen heads) and no body ice. When the standard wooden crates (4 dozen heads) are used, shippers sometimes blow about 2,000 lbs. of dry ice on top of the load. Fan-aided cars are essential to the movement of vacuum cooled lettuce, particularly when no top ice is used.